

I will not recite the storied history of this cemetery nor the famous Americans who are buried there. However, because there is limited space for in-ground burial at the cemetery, in 1967 the Army adopted rules restricting eligibility as to which veterans can be buried at ANC. (ANC will provide space for cremated remains in its columbaria for an honorably discharged veteran eligible for burial at any of the other national cemeteries.) In general, Army rules restrict in-ground burial at ANC to veterans who were wounded in combat, died on active duty, received one of the military services' highest awards for gallantry, were held as a prisoner of war, or retired from military service. In addition, veterans who do not meet these criteria but whose served in a high Federal office (e.g. cabinet secretary, Supreme Court justice, Member of the House or Senate) are also eligible, as are the immediate family members of all veterans buried there.

Under the current Army rules, which few Americans are familiar with, a reservist who has retired from the Armed Forces but is not yet age 60 is ineligible for in-ground burial at ANC. Similarly, members of the reserve components who die while performing training duty on a weekend or for a two-week period are not eligible for in-ground burial at ANC, even though servicemembers who die in similar circumstances while on active duty would be eligible for such burial.

Given the increased responsibilities assigned to our Reserve and National Guard forces, I believe that a compassionate government should treat these reserve component members whose death is in the line of duty in the same manner as those active duty members whose death occurs in the line of duty. We should honor their service and the loss of their lives the same, even though their families may elect not to bury them at Arlington. That is the purpose of this legislation, and I urge Members to support it.

IN HONOR OF SHARONNIE M.
PERRY

HON. EDOLPHUS TOWNS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 6, 2001

Mr. TOWNS. Mr. Speaker, I rise in recognition of the outstanding community service of Sharonnie M. Perry.

Sharonnie Perry was born in Bedford Stuyvesant in Brooklyn, New York. She is the mother of two sons, Da-Shawn and Jah-Son and the proud grandmother of Jayla and Jah-Son.

Serving her church and her community for over thirty years, Sharonnie has distinguished herself as a hard worker committed to service. She is part of numerous community organizations, including Our Lady of Charity Church, The Knights of Peter Claver Auxiliary Court 229 and Solid Ground Ministries where she works closely with Father James E. Goode and Grandlady Carmela Rodriguez. Involving herself in the politics of the community. She has served as a campaign manager for some of Brooklyn's most powerful elected officials from all levels of government. Sharonnie is currently the District Director in my Fulton Street Office as well as the Chairperson of Community Board 5.

Following her motto: "I have come to serve and not be served", Sharonnie has received numerous awards and acknowledgements for her tireless efforts. By extending her hands to those in need and dedicating her life to her brothers and sister. Sharonnie has brought hope to those on the verge of giving up. As Co-Chair of the Ladies HIV/AIDS and Homeless Ministry, she helps to provide meals, shelter and the comfort of visitation to those many choose to forget. As the founder of the First Women's Day to be held in the Catholic Church, Sharonnie raised over \$75,000 in funds to buy a church van for Our Lady of Charity Church and to make renovations in the Malcolm-Bethune Hall.

Sharonnie has evangelized on both the local and national levels. Performing the opening prayer service at the National Convention for the Knights of Peter Claver Ladies Auxiliary for the past six years has been one of her greatest pleasures. She has had the honor of being invited to be the keynote speaker at the Young Black Achievers program and the HIV/AIDS prayer service in the Archdiocese of New York. Using a very personal and "hands on" approach, Sharonnie has been invited over and over again to conduct workshops across the City. Most recently, she facilitated the HIV/AIDS workshop for the Office of Black Catholics in the Bronx. Sharonnie, also conducted a workshop in July 2001 for the National Gathering of Black Catholic Women sponsored by the National Black Sister Conference in Charlotte, North Carolina.

Mr. Speaker, Sharonnie Perry's contributions to Brooklyn have definitely improved the quality of life for her neighbors and her community. As such, she is more than worthy of receiving our recognition today and I urge my colleagues to join me in honoring this truly remarkable woman.

TRIBUTE TO DEBORAH ERVIN

HON. JOHN SHIMKUS

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 6, 2001

Mr. SHIMKUS. Mr. Speaker, I rise today to pay tribute to Deborah Ervin of Edinburg, Illinois, and her effort to honor all those who gave their lives for the United States of America.

Ms. Ervin is a woman with a cause. Like so many brave young Americans, her brother in law was killed while serving his country in the Vietnam war. Sometime after this tragic event, Deborah decided to fly a flag in his honor—only to find that no flag specifically honoring those who died in combat existed. Not to be deterred, Ms. Ervin decided that if such a flag did not exist, that she would just have to create it.

It was a long process, but I was lucky enough to be presented with the results: a beautiful flag meant to honor all those men and women who have died for their country. The flag portrays an American eagle in flight to represent the strength and freedom of America; above the eagle is a blue cross that is meant to represent the sacrifice of those who have died. Both the eagle and cross are within the outline of a solemn tombstone, with a background of red and white stripes.

Ms. Ervin wished me to fly the flag in honor of her brother, and I have honored her re-

quest—it now stands proudly outside of my office. In addition, she also wished us to forward a second flag on to Mayor Giuliani in New York. This we have done in honor of the brave policemen, firefighters, men, women and children who lost their lives to terrorism on September 11th.

Mr. Speaker, in creating this flag Ms. Ervin has done us all a great service. Recent events have served to remind us that we can remain free only because our people are willing to defend that freedom, and this flag is a fitting tribute to them. Ms. Ervin deserves our thanks, not only for creating such a heartwarming symbol, but also for her patriotism and devotion to her country. May God bless her, and may God bless the United States of America.

THE OVER-THE-ROAD BUS SECURITY AND SAFETY ACT OF 2001

HON. THOMAS E. PETRI

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 6, 2001

Mr. PETRI. Mr. Speaker, today, the leadership of the Transportation and Infrastructure Committee has introduced the Over-the-Road Bus Security and Safety Act of 2001. This bipartisan legislation puts in place a bus security program to better protect the bus riding public.

The latest figures from the American Bus Association demonstrate that the over-the-road bus industry, comprised of private bus and tour and travel operators, transports 774 million passengers annually. The industry's 800 bus operators and almost 200 tour operators, using 40,000 motor coaches, transport more passengers than the airlines and Amtrak combined (650 million passengers). In addition, Greyhound Bus Lines and its interline partners take passengers to some 4,000 destinations, more than 7 times the number served by air or Amtrak.

Since the attacks of September 11, 2001, the Committee has reemphasized its examination of all modes of transportation security. As an important element of multi-modal transportation, the over-the-road bus industry must increase its security measures. Unfortunately, recent terrorist acts on foreign buses and bus stations demonstrate the necessity for bus security. In fact, an analysis of worldwide terrorist activities from 1920–2000 shows that 49% of terrorist attacks involve a bus or a bus facility.

While bus operators have made some security improvements, Congress must provide assistance to their ongoing efforts. Our legislation establishes a grant program that will be administered by the Secretary of Transportation. Eligible uses include expanding the passenger and baggage screening process, establishing electronic ticketing, hiring security officers and making physical security improvements to bus stations. This program is authorized at \$200 million in the first fiscal year. After an appropriation is made, a twenty-five cent per ticket fee will be taken on tickets over five dollars. This fee will be used to fund the bus safety program in the following fiscal years.

This is an affordable bill that brings the priceless bargain of security to the bus riding public. I hope that my colleagues support this bipartisan effort to better protect the bus riding public.